

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4587

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TUESDAY, JULY 5, 1904.

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

二月五日

英港七月五號

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,320,000

Head Office—YOKOHAMA.

Branches and Agents.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 4 "

" 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000 \$16,500,00
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. N. A. Siebs, Esq.
Hon. W. J. Gresson. H. W. Slade, Esq.
A. Haupt, Esq. C. A. Tomes, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per cent. per Annum.
For 6 months, 5 per cent. per Annum.
For 12 months, 6 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 18th May, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXEL
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Ki Shan, Esq. J. F. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES: Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, LTD.
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 10th April, 1904. [25]

TRADE

MARK.

TELEPHONE NO. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO. LIMITED.

EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [26]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,991,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000 = £2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

BRANCHES AT SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGAPORE,
YOKOHAMA, BOMBAY, CALCUTTA,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMpte
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:

20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI TAELS.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.
CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sends Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

3% " " 6 "

4% " " 7 "

5% " " 8 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent.
per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " " 31 "

" " 3 " " 24 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS; also to OVER-

LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-

TELL as hitherto, by the Steamers of the

NORTHERN PACIFIC S. S. CO., BOSTON

STEAMSHIP and TOWBOAT Cos., OCEAN

S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Com-

pany's Local Branch Office in PRINCE'S

BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Ki Shan, Esq. J. F. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 4th February, 1904. [24]

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PAID-UP CAPITAL Sh. Taels 5,000,000

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DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT

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DEPOSITS received on terms which may be
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Sole Agents,

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QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [26]

THE NATIONAL BANK OF CHINA,
LIMITED.

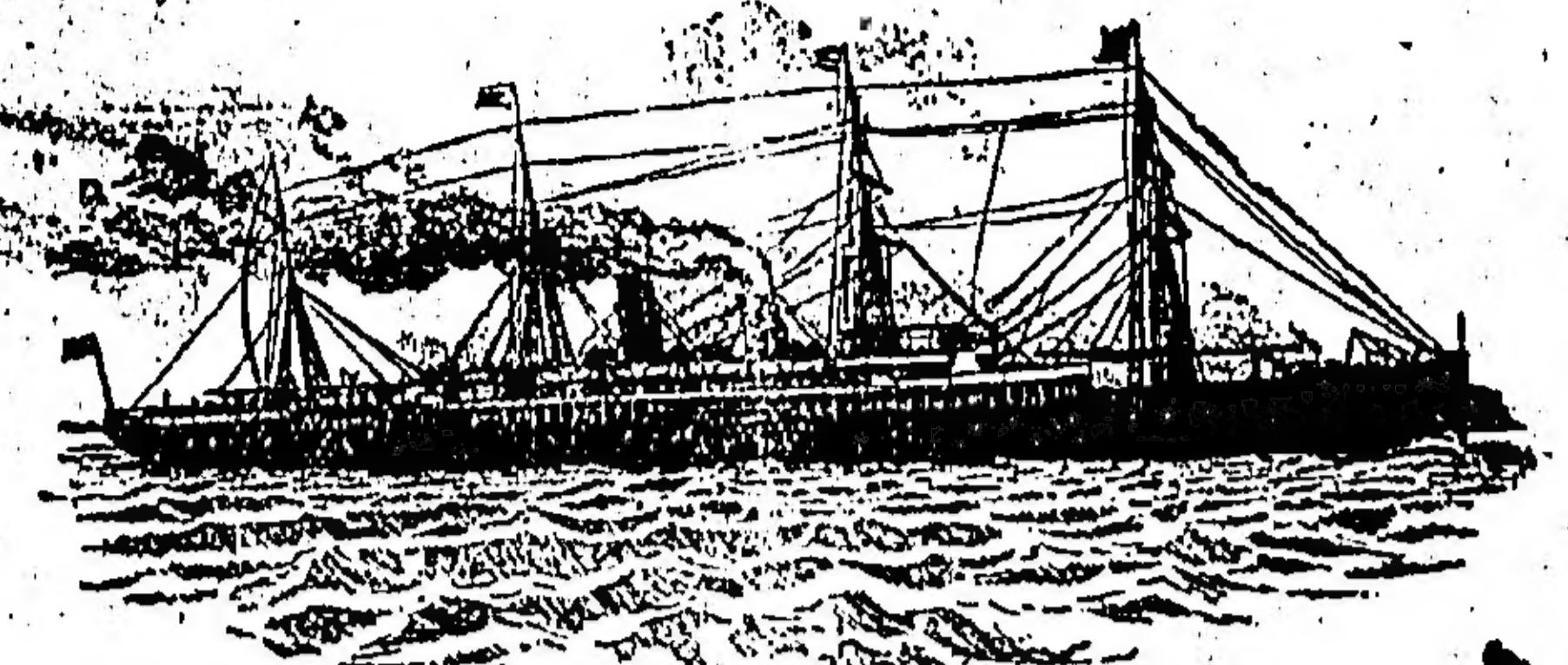
Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS: BERLIN.<

Rails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S.
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"DOBIO"	4,784 Gross Tons	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352	TUESDAY, 2nd August, at Noon.
"KOREA"	11,276	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	SATURDAY, 3rd September, at Noon.
"ORINA"	5,000	THURSDAY, 15th September, at Noon.
"AMERICA MARU"	6,300	"

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO via AMoy, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, TRINIDAD, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

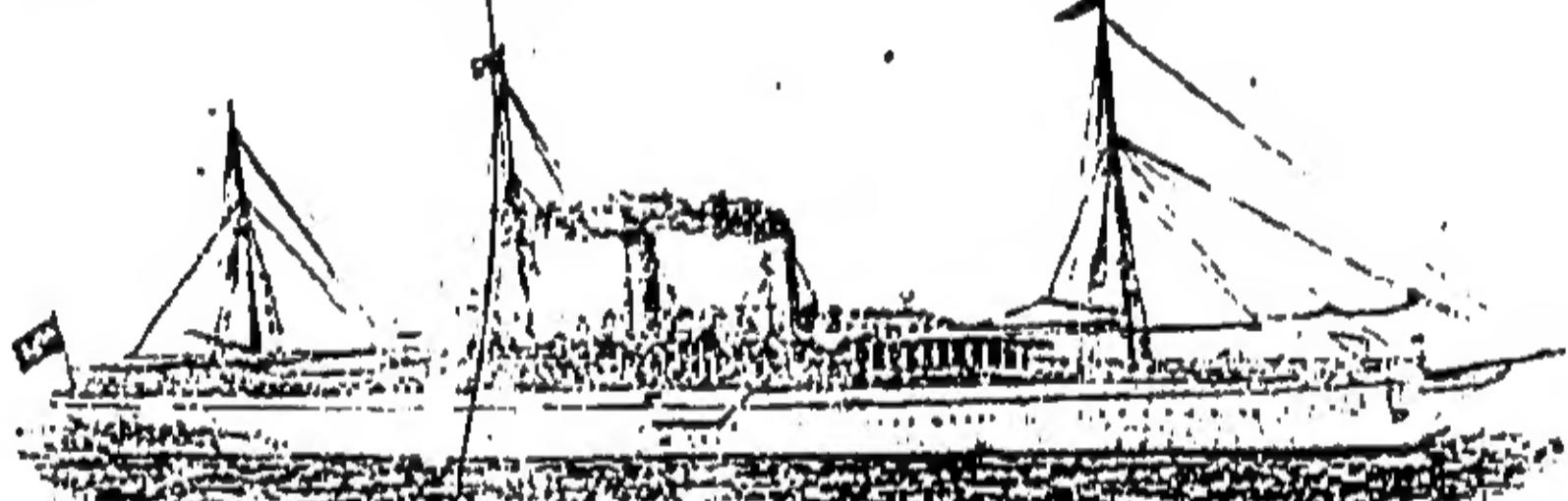
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 1st July, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamer—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th July.

"ATHENIAN" ... 2,440 " WEDNESDAY, 20th July.

"EMPERESS OF CHINA" ... 6,000 " WEDNESDAY, 3rd August.

"TARTAR" ... 4,23 " WEDNESDAY, 10th August.

"EMPERESS OF INDIA" ... 6,000 " WEDNESDAY, 24th August.

Hongkong to London, 1st Class, £100. Mid St. Lawrence £60. Mid New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail, £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

Hongkong, 22nd June, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRAUDAMPFER DIENST.

(Taking cargo at through rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIBREVILLE, PORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS: HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).

Jahrgang ... 6th July. Freight.

C. FRIED, LABISZ, HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). 20th July. Freight.

von Hof ... 20th July. Freight.

BADENIA, HAVENT, HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). 10th August. Freight.

Roenen ... 10th August. Freight.

SPEZIA, (ex BAMBERG) HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). 25th August. Freight.

Mittelelf ... HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). 25th August. Freight.

ANDALUSIA, HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). 5th Sept. Freight.

Schmidt ... HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). 5th Sept. Freight.

SCANDIA, (ex KÖNIGSBERG) HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). 20th Sept. Freight.

Mayer ... HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO). 20th Sept. Passengers.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 5th July, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VOUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

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D.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

50, Queen's Road, Central.

Hongkong, 1st January, 1904.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" ... 3,563 tons, Captain R. D. Thomas.

"POWAN" ... 3,338 " G. F. Morrison, R.N.R.

"FATSHAN" ... 2,200 " W. A. Valentine.

"HANKOW" ... 3,073 " B. Branch.

"KINSHAN" ... 3,860 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ... 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" ... 581 tons, Captain J. Wilcox.

"NANNING" ... 569 " C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

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Auction.

Intimations.

JAPAN AND RUSSIA.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of July, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Plantation Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements,	in feet.	Amount Recd.	U.S. Price.
			M. S. F.	ft. ft. ft.	\$	\$
Rural Building	Lot No. 115.	Plantation Road.	10' 0" 0' 0" 0' 0"	13' 6" 18' 5" 10' 0"	100	2,228

Hongkong, 2nd July, 1904. [788]

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSZEN & Co.,
Hongkong, 28th May, 1904. [52]

Intimations.

A. S. WATSON & CO., LIMITED.

M. R. ALFRED HENRY MANCELL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1904. [791]

A. S. WATSON & CO., LIMITED.

M. R. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1904. [792]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to the 16th July, both days inclusive.

By Order of the Board of the Directors.

GIBR, LIVINGSTON & Co.,
Agents.
Hongkong, 29th June, 1904. [776]THE ROBINSON PIANO
Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY
FINE
SAMPLES
OF
UPRIGHT PIANOS
RACHALS,
STUART,
&c., &c., &c.,
— AND —
BABY-GRANDS,
BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL PIANO.

Hop. 1st May, 1904. [39]

NOTICE

COKE AND TAR.

The BONKONG AND CHINA GAS COMPANY beg to notify the public that M. KUNG HING & Co., 474, Des Voeux Road West, are the SOLE AGENTS for the sale of the Company's COKE and TAR and that all Orders should be sent to the said agents direct.

GEORGE CURRY,
Local Secretary.CENTRAL CORRESPONDENCE COLLEGE,
215, Temple Chambers,
Temple Avenue, London, E.C.

HONGKONG, 8th June, 1904. [787]

THE HONGKONG AND CHINA GAS COMPANY

have been lost or destroyed. Notice is hereby given that if within Thirty days from the First Juno instant no claim or representation in respect of such original certificates is made to the General Managers they will then deal with such application for diplo-

JARDINE, MATHEWS &
General Manager.

Hongkong, 10th June, 1904. [703]

200 Shares

given that if within Thirty days from the First Juno instant no claim or representation in respect of such original certificates is made to the General Managers they will then deal with such application for diplo-

JARDINE, MATHEWS &
General Manager.

Hongkong, 10th June, 1904. [703]

200 Shares

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Hongkong, 10th June, 1904. [703]

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JARDINE, MATHEWS &
General Manager.

Hongkong, 10th June, 1904. [703]

200 Shares

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JARDINE, MATHEWS &
General Manager.

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A. S. WATSON & CO.,
LIMITED.

Hongkong, 20th June, 1904.

[35]

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PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 26th June, at Rosslyn, Hooding Estate, Singapore, the wife of H. L. HAUXWELL of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 5, 1904.

COOLIE EMIGRATION.

The paucity of emigrants at the Laichikok camp has now been overcome by the more friendly attitude of the Viceregal authorities at Canton in giving effect to the second article of the Convention between Great Britain and China. This stipulates that the authorities "shall make known by Proclamation and by means of the native press the text of the Indenture which the emigrant will have to sign, and any particulars of which the Chinese officer considers it essential that the emigrant shall be informed, respecting the country to which the emigrant is to proceed, and respecting its laws." We are now advised from the neighbouring capital that this proclamation has been issued, with the result that one may look to an early departure of the steamer *Courtfield* for Durban. She was to have left on the 18th ultimo, and preparations aboard, under the superintendence of the Transvaal Emigration Agent, were hastened with a view to ensure her sailing on that date. The vessel was thoroughly fumigated, and everything in readiness for the embarkation of the coolies. Emigrants, however, were not forthcoming; at least they failed to put in an appearance at Yaumati where they are housed prior to admittance to the Laichikok compound. There is no doubt, however, that many are awaiting their opportunity to parade before the doctor; and now that the Viceroy has made known the conditions of the contract and other particulars of labour the population of the camp will quickly be increased. It appears that some delay was also experienced in getting the s.s. *Ichbal* away from Taku on the 28th ult. with the first lot of coolies from the North. The Chinese Inspector went so far as to demand a written consent from the family of each man agreeing to his departure. We agree with the *P. and T. Times* in characterising this as mere foolish obstructiveness and as annoying to the men as to the agents, it being quite outside the requirements. It cannot be expected that at the start the work of recruiting at embarking men will be carried out without some slight delays consequent upon the misconception and conservatism of Chinese officials, but when affairs have settled into a smooth groove and letters begin to arrive from Chinese already working in the mines the petty prejudices of local authorities should give way to ready co-operation. A Reuter telegram dated the 26th ult. says that the Chinese coolies at the Rand have started to work underground and the white miners have expressed satisfaction with their performance. Some people may be interested to learn that steps are being taken to carry on missionary work among the Chinamen. The Church people in South Africa have been asking for the advice of the societies at home, and this has been freely given, it being now arranged that a portion of the £7,000 given from the Bicentenary Fund of the Society for the Propagation of the Gospel for the mission work on the Rand shall be devoted to this object.

AN interesting plan of Lhassa and its environs has been compiled from Tibetan sources by Col. Waddell, I. M. S. It shows that the city is of considerable size, being some three miles long by two miles broad, and situated on the river Kyi, with marshes on two sides. It contains a great cathedral, the palaces of the Lamas, the Chinese residency, a race course, parade grounds, a bazaar and numerous pleasure grounds. There is also a great walled square known as the Eastern Willow Grove, which is referred to as the Royal Pasturage and Dancing Ground. There is a medical college, and a cemetery, which, a note states, is infected by dogs, pig styes and slaughter houses. Numerous irrigation canals intersect the city, and there are a great many bridges; but no fortification is shown and the place appears to be without walls for defence.

After several years of continuous experimenting the Admiralty have devised a method, which they are confident will answer satisfactorily, of fitting small craft for the consumption of liquid fuel only. But one ship, the destroyer *Spitfire*, has so far had her furnaces reconstructed for oil consumption, but other vessels are to undergo a like metamorphosis. Had it not been for the outbreak of the war in the Far East, two battleships would by this time have been fitted for oil fuel. Probably this work will be done within the next few months. One great advantage of liquid fuel is that it economises men to a remarkable degree. Its adoption in a destroyer means decreasing by ten or more the number of stokers required for the vessel, and in larger ships the value of this economy needs little demonstrating. It enables a larger reserve to be carried for guns' crews.

LOCAL AND GENERAL.

We have to acknowledge, with thanks, the receipt of the June number of *The Yellow Dragon*.

THERE were three cases of plague in the Colony during the last twenty-four hours, two of them terminating fatally. All the sufferer

THE Luhun Railway line from the south has now been carried to within thirty miles of the Yellow River, and it is now possible to travel from Kaifeng to Hankow in two days.

MESSRS. Dick Kerr and Co., Ltd., of London, have got the contract for the Siamese Tramway Co.'s lines and equipment. They are also constructing the new tramways in Singapore and Hongkong.

His Majesty's cruiser *Blenheim* after discharging ammunition at Sheerness, on her return from the Far East, was despatched to Chatham to pay off preparatory to undergoing a refit costing £42,301.

THE Manila coast guard cutter *Scout* was wrecked in a typhoon off Padan, Antique province, Panay, and is a total loss. The crew were all saved. She was purchased in Hongkong and arrived in Philippine waters in the fall of 1902.

It is reported, that the Oceanic Steamship Company made overtures for the Pacific Mail steamer *China*, with the object of placing her on the Sydney route during the overhauling of the liner *Sonoma*, but was unable to secure the vessel one trip.

In honour of the "Glorious Fourth" a number of guests were invited to spend the evening at the Kowloon Hotel, and those whose good fortune it was to be present can testify to the admirable manner in which Host Osborne served up one of his tasty dinners and afterwards entertained them to a pleasant evening.

BONDS to the amount of \$100,000 have been deposited by the agent of the Boston Towboat Company, on behalf of a probable claim which according to the *Daily News* is to be made by the owners of the German steamer *Nicomedea*, which towed the steamer *Pleides* of the American Line, a distance of 800 miles, having picked up the *Pleides* disabled and helpless in mid-Pacific, and took her to Vancouver. The *Pleides* was to be towed to Tacoma, there to discharge her passengers and freight, and undergo repairs.

IT is time that steps were taken by the High Level Tramways Company regarding the platform at Plantation Road. Accidents occur there frequently on account of the gradient of the line being so steep. The track in the neighbourhood has already been surveyed with a view to make improvements, but beyond this nothing has been done. Last evening a lady visitor to the Colony slipped while entering the car at this station. She sustained a nasty wound on the head, which Dr. Jordan, who was travelling by the same car, attended to.

AS already reported in these columns the United States battle-ship *Kentucky* made the world's record run for a war ship from Hongkong and Madeira to New York. The total distance steamed was 12,699 miles from Hongkong, at an average speed of 12.07 knots. The last run of 3,900 miles, from Madeira to New York, was made at an average speed of 13.8 knots. The whole distance was made under natural draft. The *Kentucky* has been in commission a little more than four years, and her first run was out to the China station. She has been the flagship of the squadron for three years and has flown the flag of Rear-Admiral Evans for more than two years. She left Manila on March 13th, docked at Hongkong on March 15th and sailed for home on March 29th.

A FRENCH naval officer has made it possible, with certain changes in the fire boxes, to burn a fuel in the form of petroleum briquettes, which gives off no smoke. The officer claims his invention will give fuel of which one pound is equivalent to four pounds of coal. The briquettes are made by adding to petroleum oil, for each litre, 150 grammes of ground soap, 150 grammes of resin and 300 grammes of caustic soda lye. This mixture is first heated and stirred until near solidification, when it is poured into moulds, which in turn are then placed in an oven for ten or fifteen minutes, and the briquettes are ready for use after cooling a few hours. Greater solidity may be obtained by the addition of a small quantity of sawdust and a little clay or sand.

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RESUMPTION OF LAND.

JARDINE, MATHESON & CO. v. STRAITS GOVERNMENT.

At Singapore on the 26th ult., before the Chief Justice, Sir Lionel Cox, and the Rev. Father Couquer and Mr. G. A. Derrick as Assessors, an action was heard on behalf of Messrs. Jardine, Matheson and Company regarding the price of the land at Keppel-road required by Government for the purpose of the Singapore railway extension. The land is of 27,225 sq. ft. area, and forms part of the property known as Jardine's Wharf. The Company claimed \$103,924.75 and the Collector of Land Revenue offered \$13,612.50 being at a rate of 50 cents, per sq. ft. for the land. With regard to special damages, severance and injurious effects to property the collector offered, in accommodation works two level crossings at indicated points, another road, and a nominal sum of \$300 and 15% compensation.

Mr. Carver appeared for the Company and the Attorney General for the Collector of Land Revenue.

Mr. Carver having pointed out what he claimed was a discrepancy in the plan, proceeded to say that the land had been acquired by the company in 1859, and had always been leased as wharf. The original intention of the company had undoubtedly been to use the land at the back to provide for the necessary development of the property consequent on increase in trade. The real questions were what was the value of the land and what damages were to be given for the taking away of the frontage and severance in the property and effect which would be caused on other property belonging to the company. He claimed they were entitled to claim the value of the land as it would be laid out in the most lucrative and advantageous way in which an owner could dispose of it. Unfortunately they had little data to go on, as the owners of land round the Tanjong Pagar Dock Company, and the Sultan of Johore, had refused to part with their land. Counsel held, however, that a statement in Coode, Son, and Matthews' report of 1901, in which the reporting engineer expressed the opinion that the value of reclaimed land at Telok Ayer under the scheme would be \$2.50 per sq. ft., could be taken as a guide as to value in lack of anything better.

His Lordship asked whether this was to be considered a decision as to land values. Counsel contended that though he admitted this was rather a high estimate his witness would claim the value was at least \$1.50 per sq. ft. As to the question of severance and injurious effect, there was no doubt the frontage was gone. He had to go over two proposed crossings to get his cart on his property but it could be cut away as was being done on the Dock Company lands. To develop the property it would be necessary for them to make a new road on his property since his frontage on the public road was gone. He submitted that the question that they must take into consideration was the development of the property. He claimed \$10,000 for the two level crossing approaches and a foot bridge over the line to enable the manager to come down from his house—the Monastery—to proceed to his work.

His Lordship proceeded to direct the assessor as to the law in their consideration and witness for the claimants were called.

SECOND DAY'S PROCEEDINGS.

The Attorney-General opened the defence and called evidence to disprove the plaintiffs' contention as to the value and possible improvement of the land. In the course of examination Mr. Tomlinson expressed the opinion that the cost of levelling the Monastery Hill on Jardine's land would be at 50 cents a cubic yard, about \$100,000 to \$125,000 roughly. Mr. Lloyd in giving evidence said that he considered this land of exceptional value owing to its wide front and proximity to the wharves. He thought it would readily fetch \$1.50 to \$2 per foot and he believed that people would willingly cart the hill away free. Under cross-examination he thought the earth would be pretty quickly removed.

The Attorney-General briefly addressed the Court calling attention to the difficulty his client, the Land Collector, was in case of this sort, where no information was given him and a large claim made. He thought there was little need for him to refer to the estimate of Mathews regarding the Teluk Blangah reclamation, because in any case it would be vastly different to the present land. Regarding the severance he thought a good deal of severance had already been caused by the construction of the road. This road caused a very serious severance if the land was considered as wharfage godown land, and the railway would not cause such a great severance, therefore as if the roadway did not exist. He contended that in all these cases the value of land, away from the possibility of being wharves, was nothing like the value of the land close to the water.

There are a number of other cases to be dealt with the land concerned being some of the P. & O. Company's, Tan Kuang Seah's, land the Upper Teluk Blangah and Pasir Panjang, at the junction of Arab Street and Victoria Street, and another piece at Pasir Panjang.—S. F. Preiss.

PROPOSED CANTON-MACAO RAILWAY.

A Portuguese gentleman states that a Portuguese gentleman is now in Macao, trying to get the permission of the Shangpu and Canton to construct a railway between Macao and Canton. It seems that this gentleman first went to Shanghai and approached H.E. Sheng Kung-pao with the object of making the proposed railway a private one, and a modus vivendi had been settled upon when, it is reported, H.E. Viceroy Tsien Ch'un-hs

TELEGRAMS.

(Redder's.)

The Thibet Expedition.

London, 3rd July.

The Thibetans are opening negotiations with the British Mission.

The War.

General Kuropatkin reports that the Japanese force have ceased to advance everywhere except from Sen Yu Cheng. They are retreating in the eastward from the region north of Fenghwangcheng.

St. Petersburg newspaper telegrams from Liaoyang state that the Russians are taking the offensive and re-occupied the Taling pass. The correspondent of *Bourse Gazette* says that Motien pass and Fengshui pass have also been re-occupied and that Michenko's Cossacks have annihilated a Japanese brigade at Sinyen. On the Tashichiao road, the Japanese are retiring from all their positions.

The escape of the Vladivostock squadron was due to the darkness and the fog. Admiral Kamimura at nightfall approached the squadron to within a distance of 5 miles between Ikishima and Tsushima. The Russians shelled the pursuing torpedo boats and suddenly extinguishing their lights disappeared in the darkness.

(Straits Times.)

Moroccan Bandits Release their Captives.

London, 25th June.

After repeated bitches in the negotiation, and the payment of a ransom of £12,000 sterling, and a number of Rais-Uli's imprisoned followers had left Tangier, the bandit's captives (Messrs. Pedicaris and Varley) returned to Tangier this morning.

They were very fatigued and had suffered many hardships.

Bangkok Hotelkeeper's Troubles.

Penang, 25th June.

Bangkok advises to the 24th instant state that Robertson of the Oriental Hotel returned to that down [from Singapore] on the 21st. Upon this he was arrested and was charged in the British Consular Court with being an absconding debtor. Robertson was granted bail in 10,000 ticals. Being unable to find the money, he was detained in custody.

The press was excluded from the Court.

To-day he was liberated on bail after having been adjudged a bankrupt.

Robertson's creditors have decided to abandon the lease of the hotel.

Committed for Trial.

Bangkok, 25th June.

Robertson was committed for trial to-day.

Death of Lord Harlech.

London, 28th June.

The obituary of the day includes the name of Lord Harlech, thereby bringing on a vacancy in the parliamentary seat of Oswestry.

The King at Kiel.

The King and the Queen visited the shipbuilding yards at Kiel.

They watched the races for naval boats from the German flagship where the King presented the prize for Dover-Helgoland race.

The Groggy Government.

The attendance of Unionist members in the House of Commons was somewhat better yesterday.

But a snatch vote on the motion to report progress on the Licensing Bill was defeated by a majority of only 38.

The Opposition hailed this with cheers.

Prizes of War.

The owners of the collier *Allison* have been informed that she has been confiscated. The collier *Agat* has been released.

Conscription Question.

London, 29th June.

The House of Lords has discussed the report of the Commissions which had considered the Militia and Volunteer questions.

Lord Donoughmore declared that "if we lost the command of the sea, the only thing to do was to make peace."

In Lord Donoughmore's opinion, conscription was unnecessary under the circumstances.

Lord Lansdowne expressed the hope that the Government proposal for the reorganisation of the army would be publicly announced before very long.

In the House of Commons, Mr. Arnold Foster admitted that some of the proposals made by the above-mentioned Commissions seemed to be of very doubtful character.

But he regarded the proposals with reference to increasing the popularity and efficiency of the auxiliary forces to be most valuable.

They would probably be at least accepted as basis for consideration [in solving the military question].

Licensing Bill.

The House of Commons subsequently debated the Licensing Bill.

In the divisions which resulted the Government majority averaged one hundred.

THERE seems no getting away from the war. The other night, in peaceful England, and amid the trees and bowers of the Crystal Palace gardens the forts of Port Arthur gleamed red and angry, the air was filled with the boom of mine and shell, great battleships steamed swiftly along the bluest seas, and amid a very roar of sound a Russian torpedo boat destroyer sank ponderously. In other words, Messrs. C. T. Brock gave the opening firework display for the season, and the next piece showed a torpedo-boat action off Port Arthur.

THE LATE PAPAL DELEGATE.

FUNERAL CEREMONIES.

Monsignor Juan Bautista Gui, archbishop of Staunopolis and apostolic delegate of the Holy See in the Philippines, passed away peacefully and without pain, 8.20 on Sunday morning, the 26th ult., after an illness of 20 years, from cardiac affection.

Monsignor Guidi had but lately returned to his post in Manila from a protracted stay at Hongkong. He arrived there complaining of ill-health; and it seems that the excessive humidity aggravated the disease and hastened the end. After a severe attack on Friday he was counselled absolute rest by Dr. Cuervo, his physician, but it was not until Saturday night that his condition became alarming. In spite of the efforts of his physicians he grew steadily worse, and at 3 o'clock Sunday morning, realizing that the end was near, asked for the last sacraments of the Church. He confessed to Father O'Connor and shortly afterwards became unconscious. A little after 8 o'clock he died.

There were present at the time of his death Fathers O'Connor, Tunon, Chouza, the Dominican Fathers Tarin and Fortea, and the Father Superior of the local Jesuit order.

Governor Wright accompanied by his secretary, called at the Catholic legation half an hour after the distinguished prelate's death and offered his condolence to the ecclesiastical authorities.

The body was embalmed and will be buried in the chapel of Nuestra Senora de Dolores in the Cathedral of Manila.

In Archbishop Guidi the apostolic chair loses a distinguished Churchman and diplomat. Juan Bautista Guidi was born in April 1852 at Colleparo, a town in the province of Rome. He received his preliminary education in the episcopal seminary of Atetino, and from there went to Rome to complete his collegiate studies. After a course at the "Gregorian" university he received the diploma of doctor of philosophy in 1871. In the year following he went to Innsbruck to study Oriental languages. In 1877 he was made a doctor of theology and subsequently spent a year in Paris, teaching in the Augustine College. From 1879 to 1883 he was secretary of the extraordinary delegate of the Holy See at the Court of Spain. Later he witnessed, as secretary of Cardinal Vannutelli at St. Petersburg, the coronation of Tsar Alexander III, and afterwards went to Portugal, Brazil and Ecuador, charged with important ecclesiastical missions.

Monsignor Guidi arrived in the Philippines in November 1902, as the special envoy of Pope Leo XIII. During the 19 months of his residence there, he was occupied with the settlement of the friar lands question and his unfailing courtesy, kindness of disposition and rare tact had won him the esteem of everybody.

The dead archbishop was a scholar and an eminent linguist. He was one of the founders of an historical museum in Rome, and besides his native tongue, Italian, he spoke German, Spanish, French, English, Portuguese and Russian.

At 10 o'clock this morning, says the *Cable-news* of 1st inst., the funeral ceremonies over the remains of the late Monsignor Guidi will include a pontifical high mass at which Archbishop Hartly will officiate. The service will be one of great magnificence, an orchestra of 100 stringed instruments rendering the music which was played at the memorial services held in the cathedral on the occasion of the death of Pope Leo XIII. The governor and the commission will attend the services in a body and many of the high ranking officers of the army and navy will also be present.

The funeral oration will be given in Spanish by Father Anol of the Society of Jesus. A sermon in English may be preached by a distinguished prelate.

At the conclusion of the mass the five absolutions, prescribed for bishops and archbishops, will be given in the following order: The first by Bishop Hendricks of Cebu, the second by Monsignor Junian, dean of the chapter; the third by Monsignor Fowler, secretary to the archbishop of Manila; the fourth by Monsignor Singson and the fifth by Archbishop Hartly.

The five absolutions are a mark of distinction of the arch episcopal rank of the deceased prelate, ordinarily only one absolution being given. In the case of a bishop the ritual prescribes five. In the ceremony of the absolution, which is the real burial service, the officiating priest stands at the prayer swinging a censor over and on each side of the coffin. During the absolutions the choir will sing "Liber Me Domine."

EFFECTS OF THE WAR.

STAGNATION IN THE PEARL AND DIAMOND MARKETS.

The Russo-Japanese war, and the exceptionally large find of pearls in the fisheries in Ceylon, have caused considerable excitement and anxiety in the markets of pearl and precious stones. It is reported, says a Bombay exchange, that the state of affairs has become so acute as to cause failure in a number of instances amongst the native merchants. The stagnation has been caused owing to money in the Home Market being so much in demand by the belligerent nations, the demand for jewellers having in consequence considerably fallen off in the London and Paris market of late. Large consignments of these precious stones from this port are lying unsold there. The shroffs, who have made up consignments of these articles, are becoming impatient. Their demands for advances before the due date has to a number of failures during the past week, and anxiety prevails as to the future of the market. The future of the market seems to be gloomy, and the chances of recovery appear to be very remote, in factors which are needed to cause the stagnation.

THE TRIUMPH OF THE TORPEDO.

SIR WILLIAM LAIRD CLAWES IN "TACOMA LEDGER."

The original Whithead torpedo was a weapon that travelled on the surface of the water only, while the modern automobile torpedo is essentially a submarine engine. Many years, nevertheless, have now elapsed since the marvellous weapon, by steady evolution, became extraordinarily perfect and formidable, although it is but right to add that its improvement has been continuous, from first to last, and is not yet at standstill. Strange to say, however, the significance of the automobile torpedo as a factor in naval warfare is only now beginning to receive adequate recognition. The weapon has always had its enthusiastic champions, of course, although until quite recently they have been the few, while its detractors have been in the majority. According to some, the torpedo was little better than a bogey; according to others, it was suitable for use only against vessels at anchor, or vessels with incompetent, if not criminally careless, crews on board; according to others, it could never be employed with advantage against ships of the civilized and well disciplined races, especially if such ships chanced to be under way.

It was admitted that the automobile torpedo had won successes during the civil war in Chile, during the revolutionary fighting in Brazil, and during the conflict between Japan and China; "but," said the wiseacres, "wait until one of the leading naval powers is concerned, and then you will see that although the torpedo may be all very well against South Americans or yellow men, it won't work against civilised European."

We know now what the Japanese, acting not against careless and ignorant Celestials, but against the finest officers and best ships of a leading European navy, have been able to do with this engine of destruction.

And this terrible engine, in its most highly developed form, costs only about £7,000. A big battleship costs anything from £5,000,000 to £7,500,000, yet, as events have shown, it may easily fall victim to its small and absurdly cheap foe. Of course, I do not mean that the mere outlay of, say, £2,000 is likely to be the sole expenditure involved in the crippling of a 13,000-ton *Czarévitch*. The torpedo, if used at sea, must be discharged from a vessel of some sort, by men who must inevitably run some risk. But the craft which are usually employed on torpedo work are small, costing it may be, no more than from £7,500 to £30,000 apiece, and having but small crews. Thus, there may be on one side but \$450,000 worth of material and fifteen or twenty lives, and on the other a ship worth \$6,000,000, with 750 people on board; and, as we have seen, the cheap little boat may spoil the career of splendid mastodons.

Even if the big ship do its worst in such a case, it can do nothing adequate. Let it even sink half a dozen of its two-penny-halfpenny opponents and drown all their crews, it must still have run awful risks—risks which are quite out of proportion to the objects to be gained.

Is there, then, it will be asked, no way of safety for the big ship? Undoubtedly there is. The nose of the modern torpedo is furnished with "cutter" which will shear a way through any ordinary steel net that may be hung round a ship for its protection; but there are nets—and the British navy possesses them—which are cutter proof; and, moreover, these nets, although at much inconvenience, can be kept hanging round the threatened vessel, even while it is moving at low speed through the water. Such devices, combined with the keeping of a good lookout by means of fast scouts, the cultivation of coolness and accuracy at gun practice by night as well as by day, a proper knowledge of the uses and limitations of the searchlight with which every modern vessel is provided, and the maintenance of perfect discipline in all circumstances, should deprive the torpedo and the torpedo boat of some of their terrors. Nevertheless, the menace must always be a serious one indeed.

It may be worth while to add that the Japanese are understood to be in possession of a few automobile torpedoes of altogether exceptional size—having a diameter, that is, of as much as twenty-four inches, or six inches more than the biggest service torpedo of other nation. Whether any of these were with the torpedoes and the torpedo boat of some of their terrors? Nevertheless, the menace must always be a serious one indeed.

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THE CRISIS IN THE TRANSVAAL.

The situation in the Transvaal is exceedingly unsatisfactory, and Lord Milner, the High Commissioner of South Africa, has plainly and bluntly stated the fact. The finances of the Colony are in such a state that he considered it necessary to call an extraordinary meeting of the Inter-Colonial Council—the body composed of official and unofficial members of the Legislative Councils in the Transvaal and the Orange River Colony, with the High Commissioner as President, to administer the Central South African Railways, which are the common property of the two Colonies; the Guaranteed Loan of £35,000,000, and the South African Constabulary outlay. In opening the special session Lord Milner made a comprehensive and lucid statement regarding the general position of the two new Colonies.

The sole source of revenue of the Council, it may be necessary to explain, is the surplus from the working of the railways in the States, and any deficiency in the Inter-Colonial budget has to be made good by the Colonies. When the Federal budget was compiled last July it was estimated that the receipts from the railways would be £2,350,000 and the net surplus £2,150,000. The result has been "woefully different" to use Lord Milner's decisive phrase. The latest estimate places the surplus for the whole year at £1,400,000. The shortage in the Inter-State budget is likely to be over £1,000,000 and the whole of this sum, less £120,000, has to be found by the Transvaal. The Orange River Colony can pay the lesser share from its local revenue and still have a balance in its own budget; but the position in the Transvaal is different. It cannot pay its share and square its own accounts. Lord Milner estimates that the Transvaal budget will show a deficit of from £200,000 to £300,000—truly an unsatisfactory state of affairs in a young Colony whose very life depends upon a vigorous and progressive policy of development and public improvement. The High Commissioner, however, has inherited some of the optimism of Mr. Chamberlain.

"With anything like good management," he said, "I can see no reason why there should be any deficit at all next year. The real position is tight and uncomfortable, but it is far from desperate." The serious shortage of railway receipts has not been caused so much by loss of traffic, although that has been considerably, as by a substantial reduction of rates. The tariff was reduced to an extent which, it was estimated, would mean a giving up of revenue to the amount of half a million pounds, but this reduction has actually worked out at one million in the Transvaal and half a million in the maritime States.

With the exchequer in such a condition the country cannot be properly developed. "It is peculiarly foolish," said His Excellency, to say, "Oh, it does not matter whether you get out your gold quickly or slowly; it does matter enormously. The faster the gold is won the sooner will you be able to build up those permanent sources of wealth which will make you independent of the gold, and, if you won the gold too slowly, you might never have the means of building up at all."

Thirty millions of the Guaranteed Loan have already been raised—and spent, and the remaining five millions cannot be economically raised in the present state of the world's money market. The inability of the Council to raise the last five million has placed the Colony in an awkward fix. For not having raised the whole of the loan last year Lord Milner has magnanimously taken the whole of the blame in these words.

"I never thought, when it was so easy to raise thirty millions in the spring of 1903, that that would be difficult and even impossible for the same borrower with the same security to raise one-sixth of that sum in the spring of 1904. I did not foresee the troubles in the two countries last year represented a total of 1,200,000 passengers. From the regular procession between 1888 and 1903, M. Pelteau concludes that in 1913 almost a million and a half of people will cross the Channel and of that number 780,000 will use the Railway. The total weight of goods carried in trains he assesses at 1,375,000 but admits that "this problem is complicated, by the uncertainty of the future economic regime in both countries"—a point which must not be lost sight of, particularly in view of the possibility of a great change in English policy. However, he estimates the total receipts from goods traffic, nine years hence, would be between seventeen and eighteen million francs, and thinks that forty or fifty trains daily would be required to deal with passenger and goods traffic at that date. The total annual expense of traction within the tunnel itself of this number of trains would, according to the calculations of M. Pelteau, be 2,800,000 francs and other costs of general exploitation would bring the annual expense up to 5,600,000 francs. The annual net return, he computes, at twelve millions francs, which, if correct, would make the undertaking financially remunerative. Although the new champion of the scheme does not seek to deny that the construction of a bridge is scientifically practicable, he notes the objections raised by the partisans of the tunnel, such as force of the Channel currents and the creation of a dangerous obstacle for navigation, which it undoubtedly would prove.

The bridge project would never find favour. The tunnel may, if only military opposition be withdrawn. When the matter was before Parliament on the last occasion, the military opponents of the scheme would not give way, though it was shown how easily the tunnel might be closed: As to sentiment, M. Pelteau shows that it is all now in favour of the scheme and he quotes as having had its influence on public opinion, the words of the late Queen on the subject of M. de Gamond's proposals: "You may say to the French engineer, that if he succeeds in doing that, I will bless him in my own name and in that of all the ladies of England." M. Pelteau has, we read, much to say on the moral and social consequences of the project, one of them being the diminution of the two great "centres of production, light and civilisation." But it is on the point of view of the economic relations of the two countries that his position is strongest. He takes it as indisputable that business transactions between France and England are mutually complementary as distinguished from the relations between England and two other economically rival powers, Germany and the United States. This, he thinks, gives a certain friendly stability to the reciprocal dealings of the two countries, a situation which would be largely enhanced by the construction of the Channel Railway. Presumably, M. Pelteau is convinced that by far the more strenuous opposition to the scheme will be raised in England and he seeks to anticipate it by urging that Great Britain would reap greater advantages than France, for it would become more than ever a sort of great commission agent for the Continent for a large variety of goods though he would have all parties interested remember the words of M. Paul Leroy Beauvais who declared that the situation in which our country would be likely to end up.

The Commissioner concluded by urging the necessity for delaying the spending of large sums in the original estimates. What money shall and what money shall not be spent rests with the Council to decide. Councillors have to face an unpleasant situation, and meanwhile they have been granted an adjournment to consider the whole position. How to raise the required cash is a hard nut to crack in these times.

The will of Mr. Levi Leiter does not indicate the value of his estate. He leaves one-third to his widow, the remainder being divided equally between his children. Lady Curzon's share, including a trust fund, is a million dollars in addition to her marriage settlement of £10,000 sterling.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"OANFA"	On 8th July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.

FOR	STEAMERS	TO SAIL
L'DON, AMSTERDAM & ANTWERP	"YANGTSE"	On 6th July.
*GENOA, MARSEILLES & L'POOL	"DIOMED"	On 13th July.
L'DON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
L'DON, AMSTERDAM & ANTWERP	"KEEMUN"	On 2nd August.
L'DON, AMSTERDAM & ANTWERP	"MOVUNE"	On 16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	On 20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"OANFA"	On 14th July.
NAGASAKI, KOBE and YOKOHAMA.		

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	6th July.
SHANGHAI	"WOOSUNG"	6th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, & MELBOURNE	"CHINGTU"	6th "
LOILO	"PAKHOI"	7th "
SWATOW, CHEFOO and TIENTSIN	"CHIHLI"	7th "
KOBE	"SHANST"	8th "
YOKOHAMA AND KOBE	"TAIWUAN"	13th "
	"TSINAN"	18th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtse and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

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For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1904.

Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th July, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th July, at 10 A.M.
PERLA	1980	A. H. Notley	"	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 2nd July, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Bable	August 14th, "
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370		October 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7:30 A.M. on Excursion Sundays, at 8:30 A.M. from Macao, Week Days, at about 2 P.M. and Sundays about 7:30 P.M.

FARE—(Week Day) 1st Class (including cabin and servant), \$3; Return Ticket, \$3.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class.

Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Diner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

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THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered,

is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,

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at 9 P.M. and returning from Canton every evening at 5 P.M.

1st Class, \$6.00 for Single Journey.

2nd Class, \$1.50 " "

Meals, 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.

No. 216, Wing Lok Street.

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

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Light, First Class Accommodation. Unrivalled Table.

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BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

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MESSAGERIES CANTONNAISES.

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HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangueil, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN."

Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European, \$8.00

Second Class European, 3.00

First Class Chinese, 1.50

Second Class Chinese, .80

Deck, .30

The Company's Wharf is at the end of Queen Street, Fraya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904.

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STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

KWONG C HOW", 1,300...J. P. MARTIN.

"KWONG TUNG", 1,238...H. W. WAI KER.

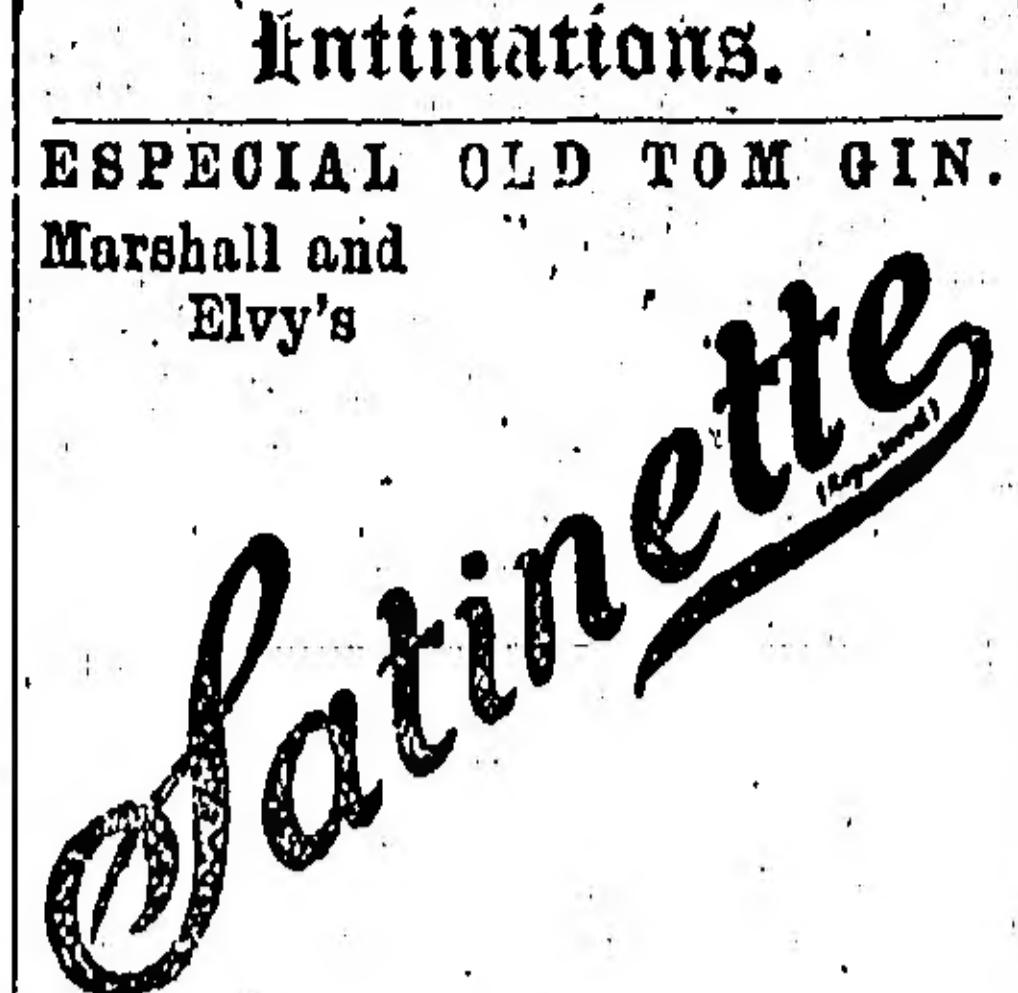
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Intimation.

THE HONGKONG TELEGRAPH.

ICE HOUSE ROAD,
HONGKONG.CABLE ADDRESS.—*Telegraph*, Hongkong.DOUBLY DISTILLED
AND OF
MATURED AGE.TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Voeux Road.
Hongkong, 11th May, 1904.

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Sanitas

IS AN
Unequalled
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AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-polluting and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical faculty for use in hot climates, because of its disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

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Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

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All job printing is done under European supervision, well turned out, free from error, and remarkably cheap at

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Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

ICE HOUSE ROAD,
HONGKONG.

Intimations.

ESPECIAL OLD TOM GIN.

Marshall and
Elvy's

Satinette

DOUBLY DISTILLED
AND OF
MATURED AGE.TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Voeux Road.

Hongkong, 11th May, 1904.

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Per *Kohsichang*, from Bangkok—Messrs. Nielsen, Thormane, 29 Chinese, and 1 Japanese.

Per *Ichia*, from Singapore—Messrs. J. A. Brandon, Stefans Russo, Ross Vidla, 602 Chinese, and 1 Indian.

Per *Yuensang*, from Manila—Messrs. H. W. King, F. D. Forster, W. K. Runyon, J. G. Brown, A. Haner, R. W. Freivald, Mr. and Mrs. A. W. Gelbert and baby, Messrs. S. I. Manning, S. Nicuber, Mrs. A. M. Glen, Mr. and Mrs. S. A. Glover, Messrs. D. P. Davies, S. Yashio, and 16 Chinese.

Per *Rubi*, from Manila—Messrs. D. H. Sibbet, Chas. A. Brinkley, Jas. N. Harwell, Jas. W. Jobling, P. Koch, Chua Chun Lun, Edward Parker, Jacob Lurie, Mrs. Howard, Mrs. Neale, Mr. C. Lindsey, Lt. Comdr. J. G. Doyle, Messrs. G. A. Gudo, P. K. Reian, Pay-Inspector Rogers, U.S.N., Messrs. Leong Chun, Kien Shy, V. C. Bunton, O. Yekemoto, Mrs. Burton, Mrs. Yekemoto, Messrs. S. Fukuchi, D. Monozaki, G. J. Cornell, H. Lapp, Mrs. Moson, Messrs. John Ten Eyck, S. Okawa, T. Hida, J. Osara, A. Martin Hansen, C. E. Edlin, H. E. Seip, and 160 Chinese.

Shipping Report.

Str. *Kohsichang* from Bangkok:—Fine weather, moderate monsoon.

Str. *Yuensang* from Manila:—Experienced light variable winds and smooth sea.

Str. *Yangsze* from Yokohama, etc.:—Moderate N.W. breeze in Formosa Channel.

Str. *Taksang* from Bangkok:—Thera to Paracel moderate to fresh monsoon, with moderate sea, thence to port light Ely winds and smooth sea, fine weather throughout.

Str. *Rubi* from Manila:—Strong W.N.W. winds, with considerable sea, and frequent rain squalls to Lat. 16° N., hence moderate to light variable winds, and fine clear weather to port.

Str. *Prince Regent Luitpold* from Hamburg:—Two days strong monsoon between Aden and Colombo, in average fine but very hot weather during the voyage, rain showers between Singapore and Hongkong.

Vessels in Port.

STRANGER.

An Pho, Br. s.s., 966, J. Kynoch, 30th June,—Saigon 26th June, Rice.—Chine.

Athenian, Br. s.s., 2,440, S. Robinson, 4th July,—Vancouver, B.C. 6th June, and Shanghai 1st July, Gen.—C. P. R. Co.

Benlarid, Br. s.s., 2,510, A. Wallace, 4th July,—London via Singapore 28th June, Gen.—G. L. & Co.

Bourbon, Fr. s.s., 1,500, Antoni, 1st July,—Chefoo 25th June, Gen.—Man Fat.

Carl Menzell, Ger. s.s., 984, J. Janssen, 18th June,—Amoy 17th June, Ballast.—E. A. T. Co.

Chwankom, Br. s.s., 1,281, Lawlor, 3rd July,—Bangkok 27th June, Gen.—B. & Co.

Clavering, Br. s.s., 2,154, D. Barton, 3rd July,—Saipa Cruz 28th May, and Moji 27th June, Ballast.—C. C. S. Co.

Clitus, Br. s.s., 1,558, D. W. Hislop, 28th June,—Saigon 23rd June, Rice and Gen.—Order.

Doric, Br. s.s., 2,936, H. Smith, R.R.R., 2nd July,—San Francisco 1st June, Honolulu 8th, Yokohama 21st, Kobe 25th, Nagasaki 27th, and Shanghai 29th, Mails and Gen.—O. & S. S. Co.

Dunearn, Br. s.s., 2,020, J. Graham, 2nd July,—Manila 2nd July, Gen.—J. M. & Co.

Kowloid, Ger. s.s., 1,326, H. Siehr, 4th July,—Chinkiang 3rd July, Gen.—S. & Co.

Taksang, Br. s.s., 977, W. P. Baker, 4th July,—Bangkok 28th June, Rice.—J. M. & Co.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 4th July,—Manila 2nd July, Gen.—J. M. & Co.

Yungsze, Br. s.s., 1,281, R. Rickmann, 30th June,—Hongay 28th June, Coal.—J. & Co.

General Alava, Am. transport, Whittom, 20th June—Cavite 17th June.

Hainam, Br. s.s., 636, W. C. Passmore, 24th June,—Kobe 19th June, Ballast.—D. L. & Co.

Hinsang, Br. s.s., 1,424, W. E. Sawyer, 20th June—Saigon 20th June, Rice.—J. M. & Co.

Hue, Fr. s.s., 705, Godineau, 4th July,—Nippohng and Kwong-chow-wan 3rd July, Gen.—A. R. M.

James Brand, Br. s.s., 2,512, Torrance, and July—Sumatra 22nd June, Bulk Oil.—Meyer & Co.

Laising, Br. s.s., 2,224, E. J. Tadd, 6th June,—Calcutta 21st May, Penang 20th, and Sia-gapore 31st, Gen.—J. M. & Co.

Badenia, Ger. s.s., 6,449, Bördén, 5th July,—Manila 2nd July, Gen.—H. A. L.

Nurnberg, Ger. s.s., 2,663, J. Jaburg, 5th July,—Fuchow 3rd July, Gen.—H. A. L.

Foo Shing, Br. s.s., 1,123, T. Arthur, 5th July,—Moj 29th June, Coal.—J. M. & Co.

Sikh, Br. s.s., 3,216, James Rowley, 5th July,—New York 4th May, Gen. and Case Oil.—D. & Co. Ltd.

Ousang, Br. s.s., 1,787, J. T. Davies, 1st July,—Java 22nd June, Sugar.—J. M. & Co.

Phimnang, Ger. s.s., 1,021, F. Mangelsdorf, 20th June—Bangkok 16th June, Rice.—B. & S.

Shaoching, Br. s.s., 1,307, B. Harris, 4th July,—Wuhu and Chinkiang 30th June, Gen.—B. & S.

Mathilde, Ger. s.s., 678, G. Schlaikier, 1st July—Ho-hio 30th June, Gen.—J. & Co.

Mausang, Br. s.s., 1,644, S. J. Payne, 25th June,—Sandakan 20th June, Timber.—J. M. & Co.

Phoenix, Br. s.s., 1,787, J. T. Davies, 1st July,—Java 22nd June, Sugar.—J. M. & Co.

Trionph, Ger. s.s., 709, A. Hansen, and July—Fuchow via Amoy and Swatow 1st July, Gen.—J. & Co.

Woodcock, Br. s.s., 1,009, M. Dowson, 3rd July,—Canton 2nd July, Gen.—B. & S.

Clearances at the Harbour Offices.

Tak Hing, for West River.

Charles Hardouin, for Canton.

Pinewood, for Kowloon.

Hoi Ho, for West River.

Nanyang, for Chefoo.

San Cheung, for Canton.

Linton, for West River.

Nurhong, for Amoy.

Kwong-chow-wan, for Amoy.

Tei-pa, for Swatow.

Shantung, for Canton.

Wa-sing, for Canton.

Principe, Marie, for Singapore.

Yung-te, for Singapore.

James Brand, for Amoy.

Kowloon, for Canton.

Ille-fide, for Macao.

Ma-ide, for Swatow.

Bendrik, for Nagasaki.

Doorscapes.

July 5.

Kota-kwa, for Swatow.

Hatching, for Goan Ports.

Richmond Castle, for Singapore.

Ashmead, for Yokusuk, Japan.

Southard, for Nagasaki.

Undine, for Canton.

Ching-tse, for Australian Ports.

Ham, for Haiphong.

Chung-chow, for Shanghai.

Makhdik, for Swatow.

Bliss-Phan, for Japan.

Ching-chew, for Amoy.

</div

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,
at 1 P.M., the Company's Steamship
"YARRA," Captain H. Sellier, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIP-
MENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 11th July, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 30th June, 1904. [9]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

T HE Steamship

"CHUSAN."

Captain W. B. Palmer, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 16th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Mongolia, 9,300 tons, from Colombo,
Passenger accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia
due in London on the 29th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 30th June, 1904. [4]

Hongkong, 1st July, 1904. [4]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	July 9
Shawmut	9,606	W. M. Smith	Sept. 1
Tremont	9,606	T. W. Garlick	Oct. 1
	9,606	W. M. Smith	...
	9,606	T. W. Garlick	...

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut: 9,606 W. M. Smith, (Ab Aug. 12)
Tremont: 9,606 T. W. Garlick, Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTORS AND STEWARDESSES.

The twin-screw a.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea... Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL, & CO., LIMITED
General Agents.

Queen's Buildings,
Hongkong, 1st July, 1904. [12]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crews of the following Vessel during her
stay in Hongkong Harbour:

ANAPA British steamer, Capt. J. M. Williamson,
Shewan, Tomes & Co., Agents.

Consignees.

ACCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 5th instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
E. W. TILDEN,
Agent.

Hongkong, 2nd July, 1904. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk on the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on cargo:-

From London, &c., ex S.S. Mongolia, Palermo
and Oriental.

From Australia, ex S.S. India.

From Calcutta, ex S.S. Palma.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

From Allepo, ex S.S. Nairing.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.

Goods not cleared by the 6th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 30th June, 1904. [4]

For Sale.

JUST UNPACKED AND NOW ON SALE.

A GOOD LOT OF BEST
CRAPÉ SHIRTS, SLEEPING SUITS
AND
KIMANIOS,

AT MODERATE PRICES.

Crapé Shirts @ \$1.00 each.
Sleeping Suits 1.50 "

Kimanios 1.50 "

Dozen will be supplied at the cheapest rate.
Inspection is earnestly solicited.

O. KEEMATRAI & CO.,
Silk Merchants,

5, Arsenal Street.

Hongkong, 2nd July, 1904. [787]

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 20th May, 1904. [641]

FOR SALE.

ONE ICE-MAKING MACHINE with
GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,

8, Des Vaux Road.

Hongkong, 27th June, 1904. [769]

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1904. [783]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS
OF ALL DESCRIPTIONS
from the best makers.TARIO CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375lbs. net \$4.75 ex Factory.

In Bags of 250lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th August, 1904. [783]

INCANDESCENT
GASOLINE
LAMPSat the most moderate
prices.Lamps fixed up for
Buyers free of charge.Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,306	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$21,994 for half year ending 31.12.1903.	6%	\$660 sales
National Bank of China, Limited	47,453	\$10	\$8	\$250,000	\$21,668	\$2 (London 3/6) for 1903	5%	London £671
Do. (Founders)	750	\$1	\$1	\$175,513		None	...	\$38 buyers
MARINE INSURANCES.								\$10
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,700,000	\$1,059,926	\$32 for 1902	5%	\$545 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,700,000	Nil.	\$4 for year ended 30.4.1903	6%	\$64 sales
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,800,000	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 621 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,800,000	\$186,284	\$12 for 1902	9%	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,800,000	\$110,551	\$15 for 1902	7%	\$212
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,800,000	\$371,110	\$24 for 1902		